THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The funds to various projects are being provided as per availability of resources based on State-wise formula. The funds to projects in Kerala are also being provided as per the formula and the projects are not getting delayed on account of fund constraint.

**Trains upto Ajmer**

†1927. DR. PRABHA THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Ajmer is a significant area from tourism and commercial point of view on account of existence of shrine of Khuaja Garib Nawaj, the Teerthraj Puskhar and a marble town named Kishangarh in Ajmer district;

(b) whether the facility of trains is lacking in Ajmer keeping in view the huge number of professionals, pilgrims and lakhs of tourists coming here each year;

(c) whether his Ministry has any plan to start some new trains or to extend the existing trains upto Ajmer in order to overcome this shortage; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Existing train services are considered adequate for catering to the needs of the passengers of Ajmer.

(c) No, Sir.

(d) Introduction of additional train from Ajmer or extension of existing trains upto Ajmer is not feasible at present due to operational and resource constraints.

**Security at railway lines**

1928. SHRIMATI S.G. INDIRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Southern Railway had decided to make investments for improving the security at railway lines;

†Original notice of the question was received in Hindi.

(b) if so, the details thereof;

(c) whether it is also a fact that the Railways had decided to get automatic warning system at level crossing; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No. Sir,

(b) Does not arise.

(c) and (d) The extended field trials of train actuated warning device is sanctioned at 10 locations (7 manned and 3 unmanned in the section of Vilupuram-Tiruchchirappalli (chord line) on Tiruchchirappalli Division of Southern Railway, at a cost of Rs. 76,90,960 for warning the road users about the incoming train. Out of 7 locations 3 locations were provided with train actuated warning device and the balance locations will be provided by 31.03.06.

Regular introduction of train actuated warning device at level crossing gates will depend on the outcome of the field trials in respect of reliable working under field conditions, law and order problems, maintenance requirements, problems of logistics, etc.

**Railway Safety Fund**

1929. SHRI SANTOSH BAGRODIA:
SHRI HARISH RAWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) the purpose of setting up a Railway Safety Fund and whether the objectives have been achieved;

(b) if not, the reasons therefor; and

(c) how much amount has been spent from that fund during the last three years and on what count?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Railway Safety Fund has been set up primarily to channelise the Railways' share of the diesel cess and petrol cess, received from the Central Road Fund, to be utilized exclusively for road related